

# Transport Strategy Implementation Targets

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## Transport Strategy Implementation Targets (July 2004)

The Greater London Authority Act (1999, section 41(9)) provides for the Mayor to set targets with respect to the implementation of any of his Strategies. Proposed targets for implementation of the Mayor's Transport Strategy (which was published in July 2001) were consulted on in March and April 2004, as part of the consultation process on guidance for the boroughs on the preparation of Local Implementation Plans (LIPs) for the Mayor's Transport Strategy. The comments of the boroughs and other stakeholders were taken into account in finalising the targets, as summarised in the note 'Summary of changes made to LIP Guidance and Transport Strategy Implementation Targets', which is available from Transport for London (TfL).

Some targets were set in the Mayor's Transport Strategy itself, but the targets specified in Table 1 below are the first statutory targets for its implementation that have been set subsequent to its publication. They provide a clear indication to TfL and the boroughs as to the progress the Mayor expects to see achieved for local transport in London through their implementation activities. The targets take account of developments since the Strategy's publication. They will be kept under review in light of further developments, such as on the funding position for transport in London.

These targets are also set out in Table 4.1 of the Mayor's guidance to the boroughs on preparation of their LIPs, *LIP Guidance*, as they should be taken into account by the boroughs in preparing LIPs.

TfL and the boroughs will need to take account of the local transport and traffic context when having regard to the targets.

The latter part of this note also provides some background information to the targets, including data sources for measuring progress towards the targets.

**Table 1: Statutory Targets for implementation of the Mayor's Transport Strategy (July 2004)**

In the context of preparation of guidance to the London boroughs on development of their Local Implementation Plans (LIPs) for the Mayor's Transport Strategy (MTS), certain new statutory targets have been set by the Mayor relating to delivery of local transport improvements by Transport for London (TfL) and the London boroughs. These are set out in the Table below, which also reproduces some relevant existing targets for local transport delivery. Achievement of these targets will require input from both TfL and boroughs, and will also depend on availability of resources including funding.

Note that the targets are not listed in any order of priority.

<b>Target</b>
<p><b>1. Road Safety:</b> TfL and boroughs (obtaining the support of the Police where appropriate) are to achieve a reduction of 40% in numbers Killed and Seriously Injured by 2010 compared with 1994-1998 overall and separately for pedestrians, cyclists and motorcyclists; a reduction of 50% in the number of children killed or seriously injured and a reduction of 10% in the slight casualty rate per 100 million vehicle kilometres. (<i>Existing target set in table following Paragraph 4G.44 of the Transport Strategy; also referenced in the London Road Safety Plan</i>).</p> <p><i>Target applies at London wide and individual borough level.</i></p>
<p><b>2. School Road Safety:</b> Boroughs are to review road safety* around all primary and secondary schools in London by 2008. (<i>New target</i>)</p> <p><i>Target applies at London wide and individual borough level.</i></p> <p>*Where the reviews show these to be necessary, 20mph zones or other safety measures must be implemented by 2011 to support achievement of Target 1 (road safety).</p>
<p><b>3. Bus Excess Wait Time:</b> TfL are to reduce bus excess wait time (EWT) to 1.3 minutes per passenger journey by 2009/10. (<i>New target</i>)</p> <p><i>Target applies at London wide level.</i></p>
<p><b>4. Borough Bus Target:</b> An additional target will be set for boroughs' contribution to improving bus journey times through the management of their road space. This will be discussed with boroughs over the next 12 months, with the aim of setting the Target in summer 2005.</p>
<p><b>5. Traffic volumes:</b> TfL and boroughs are to achieve, between 2001 and 2011, an absolute reduction in weekday traffic of 15% in central London, zero growth across the rest of inner London, and a reduction in growth in outer London by a third, with the aim of achieving zero growth in outer London town centres<sup>1</sup>. (<i>Existing target set in Proposal 4G.12 of the Transport Strategy</i>).</p> <p><i>Target applies at London wide level. Boroughs must publish a local traffic volume reduction target in their LIP setting out their contribution to the London wide target, taking account of local factors and of the sub-regional analysis in Table 2.</i></p>

<sup>1</sup> Outer London town centres for the purpose of this target include the 'metropolitan' centres listed in the Mayor's London Plan, Table A1.1, and may also include such 'major' centres listed in that table as the relevant boroughs consider appropriate.

**Target**

**6. General Traffic Journey Time Reliability:** TfL and boroughs are to ensure disruption and variability of journey times for general traffic on 'A' roads and busy bus routes is reduced, or not increased, year on year. (*New target*).

*Target applies at London wide and individual borough level.*

**7. Modal Shift:** TfL and boroughs are to maintain or increase the proportion of personal travel made by means other than car. (*New target*).

*Target applies at London wide level.*

**8. School Travel Plans:** Boroughs are to work with schools or groups of schools to review travel to all schools by March 2008, with significant progress having been made by March 2006\*. (*New target, with regard to national DfT/DfES 'Travelling to School: an action plan' target*).

*Target applies at London wide and individual borough level.*

\*Travel plans should be developed and implemented where required to support the achievement of Target 7 (modal shift).

**9. Compliance:** boroughs are to achieve improvements in compliance with parking and loading regulations from a baseline to be agreed between boroughs and TfL by December 2004.

*Target applies at London wide level.*

**10. Access:** TfL and boroughs are to achieve year on year improvements in the proportion of trips made by equality and inclusion target groups under-represented in the public transport travel market, particularly disabled people and women travelling at night. (*New target*).

*Target applies at London wide level.*

**11. Taxicard:** Boroughs are to ensure that their Taxicard scheme conforms to an agreed all-London standard in terms of service quality, eligibility assessment and entitlement by 2006. (*New target*).

*Target applies at individual borough level.*

**12. Walking:** TfL and boroughs are to achieve an increase of at least 10% in journeys made on foot per person in London between 2001 and 2015. (*New target*).

*Target applies at London wide level.*

**13. Cycling:** TfL and boroughs are to achieve an increase of at least 80% in cycling in London between 2001 and 2011. (*New target*).

*Target applies at London wide level.*

**14. Roads:** TfL and boroughs are to bring all 'A' roads and busy bus routes up to serviceable standard – that is, a UK PMS score of 70 or below – by 2010. (*New target, reflecting national target set by central government*).

*Target applies at London wide and individual borough level.*

**Table 2: Sub-regional projected percentage changes in traffic growth, 2001 – 2011**

	Central London	Inner London	Outer London	Outer London town centres
Boroughs in Central sub region	-15	-2	-	-
Boroughs in East sub region	-	4	6	1
Boroughs in West sub region	-	-2	4	-1
Boroughs in North sub region	-	0	6	1
Boroughs in South sub region	-	-	4	-1
London Average	-15	0	5	0

Note: Sub-regions are as defined in the Mayor’s London Plan (GLA, 2004). Figures are from TfL’s LTS Model and assume full implementation of the Mayor’s Transport Strategy and TfL Business Plan. Data is for weekdays (07.00 - 19.00). The planned provision of significant additional public transport capacity in the east sub-region means that an outer London target of 6% is realistic despite it having a greater projected percentage growth in population and employment than most other sub-regions.

Source: TfL

## Background Information on targets

Background information on the targets set out in Table 1 is given below, including the performance measures that will be used to assess progress towards meeting the targets. The latter are also reproduced in Table 5-1 of the *LIP Guidance* document.

Target	<b>1. Road Safety:</b> TfL and boroughs (obtaining the support of the Police where appropriate) are to achieve a reduction of 40% in numbers Killed and Seriously Injured by 2010 compared with 1994-1998 overall and separately for pedestrians, cyclists and motorcyclists; a reduction of 50% in the number of children killed or seriously injured and a reduction of 10% in the slight casualty rate per 100 million vehicle kilometres.
Rationale	Existing target set in Paragraph 4G.44 of the MTS and also referenced in the London Road Safety Plan, November 2001.
Applies	London wide and individual boroughs.
Definition	<p>The following will be reported:</p> <ul style="list-style-type: none"> <li>• Number of adults killed and seriously injured overall and separately for pedestrians, cyclists and motorcyclists</li> <li>• Number of children killed or seriously injured</li> <li>• The slight casualty rate (adults and children). <i>This target is for a 10% reduction in the slight casualty rate per 100 million vehicle kilometres. However, until guidance is received from DfT on how this should be measured, slight casualties will be monitored as absolute numbers rather than as a casualty rate.</i></li> </ul> <p>Data should be additionally disaggregated by:</p> <ul style="list-style-type: none"> <li>• Ethnic group for pedestrians injuries</li> <li>• Vehicle classification for all incidents.</li> </ul> <p>All data should be provided for calendar years</p>
Data Source	TfL Road Safety Unit.
Current Position	<p>The latest trends (Feb 2004) are encouraging for all casualties and their component categories, except for Powered Two Wheelers. On current trends and allowing for full TfL business plan funding, it is estimated the number of killed and seriously injured casualties will fall from 5,650 (2002) to around 4,300 by 2010, compared to the target figure of 4,010. The target is therefore within reach, subject to some improvements in achievement, and to funding availability.</p> <p>The London Road Safety Unit <i>Annual Summary – January to December 2003</i> (TfL) gives a breakdown of trends by borough and mode of transport. It is available from TfL (or on the TfL/boroughs extranet).</p>

Target	<p><b>2. School Road Safety:</b> Boroughs are to review road safety around all primary and secondary schools in London by 2008.</p> <p>Where the reviews show these to be necessary, 20mph zones or other safety measures must be implemented by 2011 to achieve Target 1(road safety).</p>
Applies	London wide and individual boroughs.
Rationale	New target relating particularly to implementation of Chapter 4G and proposal 4G.Pr9 of the MTS to improve road safety, and to implementation of the London Road Safety Plan, and reflecting the more demanding targets for child road safety.
Definition	Number and percentage of primary and secondary schools reviewed
Data Source	Boroughs to provide base line data and annual updates in their annual LIP progress report.
Current Position	Research carried out for TfL shows that 20 mph zones in London are an effective way to reduce the frequency and severity of injury accidents, mainly through reducing traffic speeds. A summary factsheet is available from TfL (and also on the TfL LIPs website). The number of killed and seriously injured casualties was shown to have reduced by around 57% (60% for children), and the frequency of injury accidents by around 42%, following introduction of 20 mph zones.

Target	<b>3. Bus Excess Wait Time:</b> TfL are to reduce bus EWT to 1.3 minutes per passenger journey by 2009/10.
Rationale	New target relating particularly to implementation of Chapter 4F of the MTS, to improve the quality of bus services.
Applies	London wide
Definition	Bus EWT (High Frequency Routes), minutes per customer
Data Source	TfL calculate excess wait time (EWT) for scheduled bus routes as the difference between estimated average actual and scheduled wait times. Table 3 below sets out EWT trends. Currently EWT is collected only for high frequency routes.
Current Position	EWT: in 2002/03 EWT was 1.8 minutes and in 2003/04 it was 1.4, see Table 3 below.

**Table 3: Excess Wait time (EWT) for high frequency bus services 1992/3 to 2009/10**

Waiting Time (minutes)			
Year	Actual	Excess	TfL forecast
92/3	6.3	1.7	
93/4	6.6	1.9	
94/5	6.5	1.8	
95/6	6.4	1.7	
96/7	6.4	1.8	
97/8	6.4	1.8	
98/9	6.6	2.0	
99/00	6.7	2.1	
00/01	6.8	2.2	
01/02	6.6	2.0	
02/03	6.4	1.8	
03/04	5.81	1.4	
Forecast			
04/05			1.4
05/06			1.4
09/10			1.3

Note: the forecasts assume full TfL business plan funding.

Source: TfL

Target	<b>4. Borough Bus Target:</b> An additional target will be set for boroughs' contribution to improving bus journey times through the management of their road space. This will be discussed with boroughs over the next 12 months, with the aim of setting the Target in Summer 2005.
Rationale	New target relating particularly to implementation of Chapter 4F of the MTS, to improve the quality of bus services.
Applies	Yet to be confirmed, but probably individual borough level.

Target	<b>5. Traffic volumes:</b> TfL and boroughs are to achieve, between 2001 and 2011, an absolute reduction in weekday traffic of 15% in central London, zero growth across the rest of inner London, and a reduction in growth in outer London by a third, with the aim of achieving zero growth in outer London town centres (Existing target set in Proposal 4G.12 of the Transport Strategy).
Rationale	Existing target set in Proposal 4G.12 of the MTS, also referenced in the Road Safety Plan and the London Plan.
Applies	London wide. Boroughs must publish a local traffic reduction target in their LIP, setting out their contribution to the London wide target, taking account of local factors and the sub-regional analysis provided in Table 2 above.
Definition	Defined as in the DfT National Road Traffic Survey, annual data at borough level.
Data Source	Traffic flow monitoring by TfL and DfT National Road Traffic Survey provides annual data at borough level. Data is not available for town centres in these sources, and boroughs are asked to provide town centre data where available. Data published by TfL.
Current Position	The central London reduction has been achieved within the congestion charging zone through the impacts of the charge. The latest traffic monitoring data for 1999 to 2002 shows changes in traffic flow across the Inner London cordon of -4% and Outer London cordon of -2%. Source: <i>London Travel Report 2003</i> (TfL) Borough traffic flows from 1993 to 2002 are given in Table 4 below.
Forecast	TfL's outer London traffic growth analysis for the Transport Strategy (see Table 2 above) suggests that a reduction of a third in growth in outer London will require that growth to be limited to no more than 5%. A sub-regional analysis of this total is given in Table 2 above.

Table 4: Estimated traffic flows for all motor vehicles by local authority: Greater London 1993 – 2002

Million vehicle kilometres

Inner	Local Authority	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	<b>Greater London</b>	<b>30,857</b>	<b>31,286</b>	<b>31,309</b>	<b>31,608</b>	<b>31,842</b>	<b>32,245</b>	<b>32,721</b>	<b>32,662</b>	<b>32,710</b>	<b>32,813</b>
Inner	City of London	201	204	205	210	214	218	216	213	206	198
Inner	Islington	487	491	495	485	488	485	494	487	485	485
Inner	Hackney	530	535	540	543	534	530	540	560	562	573
Inner	Kensington and Chelsea	572	581	588	590	594	596	599	591	590	590
Inner	Hammersmith and Fulham	580	581	589	596	582	581	585	592	604	595
Inner	Haringey	620	625	628	630	630	627	637	630	629	631
Inner	Camden	621	626	630	625	627	630	635	617	615	610
Inner	Lewisham	853	862	867	872	873	875	890	892	900	905
Inner	Southwark	854	863	872	868	874	871	893	881	891	888
Inner	Newham	861	866	872	878	898	891	927	912	902	902
Inner	Tower Hamlets	898	904	909	904	919	915	927	960	961	973
Inner	Lambeth	912	921	928	936	933	929	950	935	938	930
Inner	Wandsworth	994	1,001	1,007	1,011	1,025	1,020	1,040	1,023	1,030	1,020
Inner	Westminster	1,058	1,077	1,080	1,070	1,063	1,081	1,080	1,068	1,042	1,015

Outer	Local Authority	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Outer	Barking and Dagenham	554	561	554	553	549	549	574	565	566	568
Outer	Harrow	594	604	602	608	612	621	636	633	639	669
Outer	Merton	658	667	663	674	671	675	683	687	695	690
Outer	Sutton	699	708	706	705	712	715	735	730	738	746
Outer	Waltham Forest	713	724	717	722	716	712	738	751	779	768
Outer	Bexley	873	886	880	907	918	924	936	970	992	986
Outer	Richmond upon Thames	887	898	891	898	902	907	922	912	916	920
Outer	Brent	912	924	917	940	937	961	979	987	980	999
Outer	Redbridge	983	999	992	987	996	998	1,057	1,069	1,089	1,075
Outer	Kingston upon Thames	986	999	990	1,007	1,005	1,020	1,025	1,031	1,016	1,007
Outer	Greenwich	1,085	1,102	1,097	1,093	1,106	1,144	1,143	1,132	1,143	1,164
Outer	Ealing	1,269	1,283	1,269	1,291	1,289	1,295	1,381	1,389	1,394	1,398
Outer	Bromley	1,273	1,274	1,272	1,293	1,306	1,314	1,331	1,342	1,374	1,376
Outer	Croydon	1,325	1,343	1,335	1,343	1,346	1,356	1,377	1,362	1,375	1,376
Outer	Havering	1,363	1,395	1,410	1,436	1,453	1,630	1,532	1,523	1,523	1,552
Outer	Enfield	1,441	1,478	1,488	1,520	1,551	1,557	1,556	1,584	1,533	1,551
Outer	Barnet	1,553	1,584	1,582	1,612	1,638	1,643	1,668	1,641	1,659	1,661
Outer	Hounslow	1,596	1,627	1,625	1,657	1,683	1,700	1,733	1,696	1,680	1,685
Outer	Hillingdon	2,052	2,095	2,109	2,145	2,199	2,272	2,303	2,299	2,267	2,305
	Inner London	10,041	10,137	10,210	10,218	10,254	10,249	10,413	10,361	10,355	10,315
	Index (2001 = 100)									100	99.6
	Outer London	20,816	21,151	21,099	21,391	21,589	21,993	22,309	22,303	22,358	22,496
	Index (2001 = 100)									100	100.6

Source: Department for Transport's National Road Traffic Survey

Target	<b>6. General traffic journey time reliability:</b> TfL and boroughs are to ensure disruption and variability of journey times for general traffic on 'A' roads and busy bus routes is reduced, or not increased, year on year.
Rationale	New target, relating particularly to implementation of chapters 4G and 4H of the MTS, such as the improvements sought through better phasing of road works.
Applies	London wide and to individual boroughs.
Definition	<p>The performance indicator provides journey time variation for a.m. peak, TLRN only. Journey time reliability is based on a series of surveys undertaken during October/November. The result is a percentage figure which indicates for the a.m. weekday peak period, the worst journey time on the TLRN in any two week period compared to the usual (average) journey time during that two week period.</p> <p>Subject to the applicability and availability of new DfT data (see below), TfL will develop an improved performance indicator that covers more of the day and a wider road network. This will enable better monitoring of progress towards achievement of the target. Boroughs will be kept informed of progress on this.</p>
Data Source	Data for the TLRN (a.m. peak) is currently available from TfL, and a new ITIS survey is shortly to be available from the DfT for all major roads.
Current Position	Discussions will take place with boroughs and the DfT as to the best way of monitoring and reporting on this target.

Target	<b>7. Modal Shift:</b> TfL and boroughs are to maintain or increase the proportion of personal travel made by means other than car.
Rationale	New target relating to the implementation of many parts of the MTS.
Applies	London wide.
Definition	The proportion of personal travel made on each mode, specifically highlighting the proportion made by means other than the car.
Data Source	TfL's rolling London Transport Demand Survey (LTDS) and usage statistics by mode. Through LIPs, boroughs will also indicate how they will contribute to facilitating means of travel other than the car, and may highlight other useful measures of progress.
Current Position	TfL estimates that total public transport modal share has increased from 32% in 1999 to 36% in 2003. Data for 2001 is given below in Table 5. TfL forecasts suggest that if the MTS is implemented in full, the share of travel by public transport is projected to increase from 36% to 39% between 2003 and 2016. Whilst TfL's model does not take full account of all the relevant factors (for example, walking and cycling improvements and travel demand management programmes), this forecast suggests that the target is realistic.

**Table 5: Transport Modal Share for 2001**

LATS 2001	percentage shares									
	Walk	Cycle	Car etc	Motor - cycle	Bus etc	Under - ground/DLR	Rail	Taxi	Other	All modes
Central	63.1	0.9	10.9	0.4	7.6	12.3	3.8	1.1	0.1	100
East	61.9	0.6	20.8	0.2	8.1	5.3	2.3	0.7	0.7	100
West	58.6	1.0	27.2	0.3	7.4	4.4	0.5	0.5	0.1	100
South	58.8	0.8	28.7	0.3	7.2	0.6	3.2	0.4	0.1	100
North	61.6	0.5	24.5	0.2	9.1	2.8	0.9	0.4	0.0	100
All subregions	61.1	0.8	20.9	0.3	7.8	6.0	2.4	0.7	0.1	100

Target	<p><b>8. School Travel Plans:</b> boroughs are to work with schools or groups of schools to review travel to all schools by March 2008, with significant progress having been made by March 2006 (new target, which relates to national DfT/DfES 'Travelling to School: an action plan' target).</p> <p>Travel plans should be developed and implemented where required to support the achievement of Target 7 (mode shift).</p>
Rationale	New target relating particularly to implementation of Chapter 4G of the MTS. The target also reflects the central government target for travel plans for schools.
Applies	London wide and to individual boroughs.
Definition	Number and percentage of schools where review of travel has been completed.
Data Source	Boroughs.
Current Position	To be investigated by TfL and boroughs. Details of the number of schools per borough and of existing travel plans to be provided by boroughs in their LIP.

Target	<b>9. Compliance:</b> boroughs are to achieve improvements in compliance with parking and loading regulations from a baseline to be agreed between boroughs and TfL by December 2004.
Rationale	New target relating to Chapter 4G of the MTS, to improve the movement of people, goods and services and facilitate deliveries.
Applies	To individual boroughs. TfL will work with the boroughs to seek to agree a target for compliance with parking and traffic regulations identified in existing or new enforcement strategies.
Definition	<p>Compliance factors will be reported for a number of non-moving contraventions, and will be analysed for different times of day and different days of the week.</p> <p>Compliance factors for moving offences will be reported for a single day's data at each static camera location on a monthly basis.</p> <p>The survey will comprise:</p> <ul style="list-style-type: none"> <li>- 18 hours of detailed static survey on 16 sites (eight TLRN and eight borough) every three months</li> <li>- 12 hours of borough static surveys on 33 boroughs, three sites per borough, every six months.</li> </ul> <p>Surveys will be conducted quarterly; the first report is due summer 2004.</p>
Data Source	To be agreed with the boroughs. TfL currently monitor compliance along 75% of bus routes on the TLRN. An additional parking compliance survey of Red Routes and borough roads is currently being set up. This will monitor three sites per borough and is being progressed through the Enforcement Task Force, where the Association of London Government represents the boroughs.
Current Position	TfL is currently re-negotiating its Service level Agreements (SLA) with the boroughs, with the aim of merging the existing SLAs with Joint Arrangements for the enforcement of key bus corridors and to generate more meaningful performance and improved compliance at the key locations on the Borough network identified through Borough-specific enforcement strategies. 30 out of 33 London local authorities have SLAs with TfL. There are accepted reasons for the other three boroughs not to have a SLA.

Target	<b>10. Access:</b> TfL and boroughs are to achieve year on year improvements in the proportion of trips made by equality and inclusion target groups under-represented in the public transport travel market, particularly disabled people and women travelling at night.
Rationale	New target relating particularly to implementation of Chapter 40 and 4P of the MTS, to improve accessibility and safety of public transport.
Applies	London wide. Boroughs should indicate in their LIPs their contribution to improving the safety and accessibility street environment and approaches to public transport stations and bus stops; and to supporting greater public transport use, particularly by target groups under-represented in the public transport travel market.
Definition	Number and rate of trips made on each mode of transport as defined in and measured by LTDS for: <ul style="list-style-type: none"> <li>- Disabled people (all disabilities aggregated, all day)</li> <li>- Women travelling between 19.00-07.00 hrs.</li> </ul>
Data Source	TfL's rolling London Transport Demand Survey (LTDS) and usage statistics for each public transport mode.
Current Position	TfL is currently implementing programmes to improve the accessibility of public transport for disabled people. Boroughs can assist by improving the accessibility of street access. In 2003, 8% of bus users regarded themselves as having a disability. A London Mori Survey (Oct 2003) reported that 73% of women would be encouraged to use public transport more if there were better security measures/safety on buses/tubes/trains. Similar issues are likely to apply to street access to public transport. Trip rates for disability groups and the percentage of trips made by time of day for men and women are given in Tables 6 and 7 below.

**Table 6: Trip Rates for people with no disability, and with a disability**

Trip Rate Per Day	No disability	All with disabilities	Total
Public Transport	1.0	0.6	0.9
Walk and Cycle	3.7	2.6	3.6
Car, Motorcycle	1.3	0.8	1.3
Taxi	0.0	0.1	0.0
Other	0.0	0.0	0.0
Total	6.0	4.1	5.9

Source: LATS 2001

**Table 7: Share of travel by time of day for men and women**

**Male percentage share of total travel:**

<i>Percentages</i>							
	4am - 7am	7am - 10am	10am - 4pm	4pm - 7pm	7pm - 10pm	10pm - 4am	all time periods
Walk	71.4	46.2	41.8	49.1	53.5	58.6	47.0
Cycle	94.1	71.6	69.8	73.5	73.2	82.5	73.1
car etc	78.4	47.7	43.3	50.5	51.7	55.9	48.6
Motorcycle	95.0	90.1	88.9	91.0	88.5	87.8	90.2
Bus etc	62.7	41.8	37.8	44.5	50.9	62.9	42.5
Underground/ DLR	72.2	53.5	52.8	54.1	61.1	64.5	55.5
Rail	71.5	52.9	50.3	55.7	58.4	59.9	55.1
Taxi	73.7	56.4	48.1	47.0	47.4	56.0	51.4
Other	43.1	58.7	53.1	54.3	48.1	69.8	53.8
All modes	72.6	47.3	42.5	50.0	53.5	58.6	48.0

**Female percentage share of total travel:**

<i>Percentages</i>							
	4am - 7am	7am - 10am	10am - 4pm	4pm - 7pm	7pm - 10pm	10pm - 4am	all time periods
Walk	28.6	53.8	58.2	50.9	46.5	41.4	53.0
Cycle	5.9	28.4	30.2	26.5	26.8	17.5	26.9
car etc	21.6	52.3	56.7	49.5	48.3	44.1	51.4
Motorcycle	5.0	9.9	11.1	9.0	11.5	12.2	9.8
Bus etc	37.3	58.2	62.2	55.5	49.1	37.1	57.5
Underground/ DLR	27.8	46.5	47.2	45.9	38.9	35.5	44.5
Rail	28.5	47.1	49.7	44.3	41.6	40.1	44.9
Taxi	26.3	43.6	51.9	53.0	52.6	44.0	48.6
Other	56.9	41.3	46.9	45.7	51.9	30.2	46.2
All modes	27.4	52.7	57.5	50.0	46.5	41.4	52.0

Source: LATS 2001

Target	<b>11. Taxicard:</b> boroughs are to ensure that their Taxicard scheme conforms to an agreed all-London standard in terms of service quality, eligibility assessment and entitlement by 2006.
Rationale	New target, relating to Chapter 40 of the MTS, to help ensure more equal access to transport.
Applies	To individual boroughs
Definition	Milestone: achievement of compliance with London-wide standard
Data Source	Boroughs
Current Position	Minimum standards were implemented in 2001. Other changes will follow the current review of door-to-door services.

Target	<b>12. Walking:</b> TfL and boroughs are to achieve an increase of at least 10% in journeys made on foot per person in London between 2001 and 2015.
Rationale	New target relating particularly to implementation of Chapter 41 of the MTS, and also reflecting the Walking Plan for London.
Applies	London wide. Individual boroughs should indicate their contribution to increasing walking and improving accessibility of the street environment.
Definition	Number and rate per person of walking trips per annum, as measured by LTDS. Walking trips for this purpose are those where the person walks all the way. This excludes walks that are one leg of a journey involving other modes of transport
Data Source	TfL's rolling London Transport Demand Survey (LTDS). Walking is currently only monitored at a London wide level, but TfL will investigate with boroughs any opportunities for it to be monitored at individual borough level.
Current Position	LATS showed that there were 5.5 million walking trips per average day in London in 2001, and TfL estimate there was no significant change by 2003. (Walk trips are defined for this purpose as those made solely by walking.) Source: <i>London Travel Report 2003</i> (TfL).

Target	<b>13. Cycling:</b> TfL and boroughs are to achieve an increase of at least 80% in cycling in London between 2001 and 2011.
Rationale	New target relating particularly to implementation of Chapter 4J of the MTS, to promote cycling.
Applies	London wide. Individual boroughs should indicate their contribution to increasing cycling.
Definition	Number and rate per person of cycling trips per annum, as measured by LTDS. Cycling trips are those where the person cycles all the way. This excludes cycling as one leg of a journey involving other modes of transport
Data Source	TfL's rolling London Transport Demand Survey (LTDS) and The Cycling Centre of Excellence (TfL). Cycling is currently monitored at a London wide level, but TfL will investigate the opportunity for it to be monitored at individual borough level.
Current Position	LATS 2001 showed that there were 0.3 million cycle trips daily in London in 2001. The London Cycling Action Plan (TfL February 2004) provides further background information.

Target	<b>14. Roads:</b> TfL and boroughs are to bring all 'A' Roads and Busy Bus Routes up to serviceable standard – that is, a UKPMS score of 70 or below – by 2010.
Rationale	Relates to implementation of Chapter 4G and Proposals 4GPr25 and 4GPr26 of the MTS, and also to the TfL Business Plan and to central government targets.
Applies	London wide and to individual boroughs
Definition	Road condition, share of TLRN and of Boroughs Primary Road Network (BPRN) carriageway with a UKPMS score lower than 70 (the UKPMS being the standard national road condition measure defined by DfT).
Data Source	Annual detailed visual inspections by TfL and boroughs.
Current Position	TfL's assessment is that achieving the target is practicable, but dependent on funding availability. The position for 2003/4 is that 11.5% of TLRN roads and 11.4% of BPRN roads did not meet the prescribed standard.

Further copies of this note are available from

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